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AUTHORITY

**AGO D/A ltr, 29 Apr 1980**

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AGDA (M) IN REPLY REFER TO  
(19 Nov 69) FOR OT UT 693339

5 December 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 18th Engineer Brigade, Period Ending 31 July 1969

AD 862969

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BY ORDER OF THE SECRETARY OF THE ARMY:

*Kenneth G. Wickham*

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 18TH ENGINEER BRIGADE  
APO 96377

AVBC-CS

SUBJECT: Operational Report of the 18th Engineer Brigade for the Period  
Ending 31 July 1969, RCS CSFOR-65

THRU: Commanding General  
U. S. Army, Vietnam  
ATTN: AVHGC-DST  
APO 96375

THRU: Commander in Chief  
U. S. Army, Pacific  
ATTN: GPQP-DT  
APO 96558

TO: Assistant Chief of Staff for Force Development  
Department of the Army (CSFOR DA)  
Washington, D. C. 20310

1. Section 1, Operations: Significant Activities

a. Administration and Personnel

(1) Awards: During the period 1 May to 31 July 1969, the following awards were presented to Brigade personnel:

Legion of Merit	4
Silver Star	1
Bronze Star (Valor)	51
Bronze Star	215
Air Medal (Valor)	3
Air Medal	80

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693339

Inclosure

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Army Commendation Medal (Valor)	48
Army Commendation Medal	514
Total	916

(2) Casualties: Casualties inflicted on 18th Engineer Brigade personnel during the reporting period were:

KIA	49
WIA	222
Nonhostile Deaths	11
Total	282

(3) Strength: On 28 July 1969, the personnel status of the Brigade was 13,561 assigned of 13,895 authorized, or 97.6% of authorized strength. During the reporting period, the 577th and 589th Engineer Battalions were directed to reduce their authorized strengths to Type B Structure with an aggregate authorized strength of 674 each, as compared to 695 during the previous reporting period. The Brigade is still experiencing chronic enlisted personnel shortages in the following MOSC: 12B40 (Combat Engr), 51H40 (Construction Supervisor), 62J20 (General Construction Machine Operator), 64B20 (Heavy Vehicle Driver), and 76Y40 (Supply Sergeant). During the months of June and July, the Brigade experienced heavy losses of Engineer Majors and a shortage of replacements, resulting in the fact that, by the end of July, many key positions (Bn S-3, Bn XO, and Group and Brigade Staff Positions) were vacant or filled with Captains. It is expected that this situation will improve during the month of August.

b. Operations

(1) Enemy Actions: Enemy activity increased slightly in the quarter as compared to the previous reporting period. However, the month of July showed a sharp decrease in activity. The incidence of rocket and mortar attacks has dropped considerably, due in part to the removal of Engineer troops from the Dak To area. At the close of the period, enemy effort centered on road interdiction, through mining and bridge destruction.

(2) Unit Moves: The current Brigade Station List is attached as Inclosure 1. Unit moves during the period are as follows:

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- (a) The 595th Engineer Company (LE) was reassigned from the 20th Engineer Brigade to the 35th Engineer Group at Cam Ranh Bay.
- (b) The 299th Engineer Battalion (C) moved from Dak To to Qui Nhon.
- (c) The 511th Engineer Company (PB) moved from FSB Bastogne to Chu Lai.
- (d) The 19th Engineer Battalion (C) was reassigned from the 937th Engineer Group to the 45th Engineer Group, effective 1 May, and moved north to L/ Lowboy.
- (e) The 585th Engineer Company (DT) was reassigned from the 815th Engineer Battalion (Const) at Pleiku to the 84th Engineer Battalion (Const) at Tuy Hoa.
- (f) The 547th Engineer Platoon (Asphalt) was reassigned from the 577th Engineer Battalion (Const) at Tuy Hoa to the 116th Engineer Battalion (C) at Bao Loc.
- (g) D Company of the 589th Engineer Battalion (Const) moved from Dong Ba Thin to Phu Quy on QL-1 South.
- (h) B Company of the 864th Engineer Battalion (Const) moved from Nha Trang to Dong Ba Thin.
- (i) The quarry section of the 102nd Engineer Company (CS) moved from Pleiku to RJ QL-14 and IML 7B (Woigt Davis Quarry).

(3) Operational Support: Approximately 45% of the Brigade construction effort was spent in operational support missions. Major activities of the period were the following:

(a) Land Clearing: The land clearing companies continued full-scale operations in I and II Corps Tactical Zones. With the help of bulldozer equipment organic to the combat and construction battalions, the three land clearing companies cleared 23,856 acres during the quarter. Each of the companies conducted maintenance stand-downs. These stand-downs held maintenance deadline to a minimum and contributed much to the success of their missions. In the 35th Group AOR, the 687th Engineer Company (LC) cleared 3,952 acres in the Phan Thiet area. Clearing on QL-11 was completed 8 May. One platoon of the 687th moved to I CTZ on 14 June to participate with III MiF Forces in Operation Pipestone Canyon. Total land cleared in this operation amounted to 7,717 acres. In the 45th Group AOR, the 59th Engineer Company (LC) completed clearing 3,965 acres on 6 July as part of Operation Horace Greeley. Operation Montgomery Rendezvous began on 16 July. As of the end of the quarter,

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265 acres were cleared in this operation. Using organic dozers with Rome plow kits, the 14th Engineer Battalion (C) cleared 1,772 acres during the period. In the 937th Group AOR, the 538th Engineer Company (LC) completed clearing QL-14S on 24 May; 865 acres were cleared. The company began work on LTL 68 on 19 June and had cleared 3,721 acres by the end of the quarter. The 20th Engineer Battalion cleared 810 acres in support of Operation Hines.

(b) Major Projects Completed

35th Engineer Group: Included in the 23 Operational Support missions completed during the quarter are the following:

Phan Thiet City Bridge;  
Revetment Construction for 7/17th Cav;  
Fire Support Base Clearing 5/27th Arty;  
Dalat ASP Repair;  
LSA Road from Ban Me Thuot to QL-21;  
Revetment Construction for 551st ARVN Co.

45th Engineer Group: 8 Operational Support missions were completed in support of XXIV Corps and III MAF Forces in I CTZ. Among them are:

Timber Bridge at BS623685 on QL-1;  
Timber Bridge at BS674677 on QL-1;  
Camp Evans Counter-Mortar Radar Sites;  
Revetments for NCR 500 Vans;  
Civ. peds at LZ Dottie.

937th Engineer Group: 9 Operational Support missions were completed during the quarter, including the following:

Major Repair to Plei Djereng Firebase;  
Polci Kleng Airfield Repair;

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An Khe Airfield Repair;

Plei Mrong Airfield Repair;

An Khe ASP repair;

Cheo Reo Airfield repair;

Gun Pads at Artillery Hill;

POL Pipeline Burial at An Khe and Charang.

In addition to the projects listed, all elements of the 18th Engr Brigade provided normal combat and operational support, including bridge repair, daily minesweeps, road repair, technical assistance and other operational support tasks.

(4) Base Construction: 15.5% of the Brigade construction effort was expended on base construction in the quarter. Highlights of the program in this period are as follows:

(a) Open Projects: Base construction activity continued its downward trend. The number of open projects decreased from 178 to 113 in the period. As of 31 July, there were 73 active projects and 40 inactive projects. Active projects are those on which actual construction is being performed. When construction stops permanently, the project is considered inactive. The inactive projects will soon be closed out by completion reports. The downward trend of base construction activity is expected to continue as the need for additional facilities continues to lessen in comparison to the need for LOC construction.

(b) Major Projects: Two projects of considerable significance, which were completed in the period, are the Cold Storage Warehouse in Qui Nhon and the Air Force Tank Farm at Cam Ranh Bay. The Cold Storage Warehouse, dedicated on 1 July, provides 847,000 cubic feet of cold storage. The Air Force Tank Farm consists of four 50,000 BBL tanks and was completed 27 June.

(c) M.CV Advisors Facilities: Construction was completed on 15 M.CV Advisors projects during the quarter. Of 39 projects presently directed, 20 have been completed and 15 are under construction.

(5) LOC Construction: 39.5% of the Brigade construction effort was expended on LOC work in the quarter, resulting in 465,186 CY of rock crushed and 105 KM of road paved to CENCOM Standard. The Brigade LOC program was re-evaluated during the quarter in terms of the feasibility

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of completing all priority I and II routes and QL-14 south by 31 December 1970. This plan was under review as of 31 July. Work was begun on the Tuy Hon bridges, a joint US-ARVN project in which the Brigade will provide materials and technical assistance. The highland monsoon season began to slow construction about mid-July. Work on QL-14 has come to a virtual standstill.

(a) LOC Projects Completed: The following sections of road were completed in the period:

QL-1 - I/II Corps Border to Bong Son;

QL-1 - Vung Ro to Tuy Hon;

QL-1 - Ba Ngai to Dien Khanh.

(b) LCC Projects Started: Work began on the following projects:

QL-214

QL-1 - Phan Rang to Xom Moi;

QL-1 - Tuy Hon to Tuy An.

(c) ARVN Transfer: The Brigade was tasked in the period to turn over a sizeable amount of road-building equipment to ARVN. The full impact of this transfer on the LOC program is not expected to be felt until late in the next quarter.

(6) Engineering Plans: The Engineering and Plans Section continued to monitor designs throughout the Brigade and completed many studies on construction problems and techniques.

(a) Significant designs completed in the quarter include the Joint Defense Operations Center at Cam Ranh Bay, the MACV Billet Bunker, and facilities of the Brigade Area Upgrade.

(b) Guidelines were developed and a letter sent to the Groups in regard to the incorporation of firebreaks in the design of timber bridges.

(c) The Engineering and Plans Section produced over 75 new charts and made over 200 revisions in various graphic aids for the purpose of standardizing briefings. In addition, considerable effort was expended in preparation of the monthly Brigade Statistical Bulletin which offers comparative statistics, broken out by battalion, on various matters of

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command interest, including accident rates, incidence of malaria, incidence of venereal disease, disciplinary actions, Congressional inquiries, equipment deadline rates, chapel attendance, the intransit program, and re-enlistment rates.

(d) During the quarter, EPS was tasked with quality control responsibility. Emphasis was placed on increasing the effectiveness of quality control activity in LOC construction, and a pamphlet summarizing specifications and design criteria for the design and construction of CENCOM Std roadway was published for distribution. The pamphlet is entitled LOC Criteria Specifications and is dated 1 July 1969. In addition, the Engineering and Plans Section initiated an overall review of the quality control program with the intention of distributing a new plan as soon as coordination with higher headquarters is complete.

c. Training: In response to a letter of inquiry from BG Yates, Acting Commanding General, Engineer Troops, Vietnam, a survey was taken of Brigade field commanders' opinions of the adequacy of the Fort Leonard Wood engineer training program, as reflected in observed performance of engineer soldiers in Vietnam. Comments were collected, reviewed, and forwarded to Commanding General, US RV, ATTN: AVHEN-HO, on 8 June 1969. Subjects which were most often recommended as worthy of more intensive coverage were: mine detection; minesweep techniques; demolitions; equipment maintenance procedures, to include T.LIS; and equipment operation.

d. Intelligence

(1) Base Camp Security: A survey of base camp security systems of all units in the 18th Engineer Brigade was completed in July. The information will be used to analyze all systems for effectiveness and to determine the overall compatibility of defensive postures.

(2) Mine/Ambush Incidents: An analysis of mine/ambush incidents on QL-1, between I/II CTZ and Quang Ngai, was made in order to determine whether a correlation exists between mining and ambush incidents and whether a relationship can be established between road upgrade activity and incident frequency. Final results of this study were under analysis at the close of the reporting period. However, there is conclusive evidence that a definite relationship exists between number of enemy mines emplaced and the phase of the moon. During the low phase of the moon (0% illumination), the greatest number of mines were emplaced.

(3) Bridge Numbering System: A study is underway as of 31 July to determine the feasibility of a uniform 18th Engineer Brigade bridge numbering system compatible with MACV standards.

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e. Logistics and Maintenance

(1) Shortages of Construction Materials: Shortages of construction materials in the Brigade AOR continues to be a problem. The lumber shortage is particularly critical. All items in short supply are in a due-in status, with the exception of adequate amounts of cement. It is presently planned to divert the needed amount of cement from the "ALD" program on a temporary basis. Items in short supply are:

- (a) All small dimensioned lumber (i.e., 1x, 2x and 4x of all widths and lengths).
- (b) Electrical materials - A physical survey of the depot indicates that some relief has occurred in the quarter. While many electrical components are in depot, there is no Depot Stock Record for them.
- (c) AP3 - An acute shortage has existed in the Cam Ranh Bay area during the period. The shortage was due to a lost shipment, and forced the using units to borrow 6,000 drums from RAK. The shortage has been eased somewhat by substitution of AP5 for AP3. There is an adequate supply of AP5 in country to avoid work stoppage.
- (d) Reinforcing steel in all sizes.
- (e) Plumbing materials of all types.
- (f) Cement (in Cam Ranh Bay area).

(2) ARVN Transfer: The first stage transfer of Minimum Essential Items to ARVN was completed in the period. The second stage of the transfer will give ARVN the TOE equipment and FLL for two (2) construction battalions and one (1) heavy equipment company, as per ARVN TOE. Target date for completion is 1 September 1969. A list of equipment included in both stages of transfer is attached as Inclosure 2.

- (a) The following items were included in the first stage MEI transfer: I  
Tool Kits - all types.  
Engineer Equipment - one or two of all types.  
Trucks - all types.  
Radios - a few AN/PRC 25 radios and a few telephone sets.  
Typewriters.

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Crane attachments.

(b) Some problems encountered were:

Transportation: Shipments of ARVN equipment have not been receiving high priority. This forces the losing units to ship at a minimum of 10 to 14 days ahead of the transfer date, allowing less time to service equipment to the required condition.

Transfer: Several items of equipment were deleted from the transfer list on the day of shipment, resulting in an unnecessary shipment to Long Binh as well as time and trouble in returning the item to the unit.

Equipment Condition: Two inspections by 1st Log Command are required before LZ-CV will accept an item of equipment, one at the origin and one at the transfer point. The most frequent deficiencies have been shortages of tool kits and lack of OVM for vehicles. Depots and all units of the Brigade are now being screened to avoid reoccurrence of this situation by insuring that tool kits and OVM are as complete as possible.

(3) TOE Equipment: Brigade units have been under strength in various items of equipment in the quarter. The situation has been corrected with regard to 18 CY scrapers and 250 & 600 CFM compressors. Other equipment is becoming available, so that authorized equipment strength should be achieved in the next 3 months.

(a) The following items were incorporated in the "Push Program", a USARICC program to bring Engineer units up to TOE authorization; the status of this equipment as of 31 July 1969 is given as a percentage of authorized strength:

Compressors, 250 and 600 CFM (250 CFM - 93%) (600 CFM - 66%)

Crane, Crawler MTD, 40 Ton (68%)

Bituminous Distributor, 1,000 Gal (36%)

Water Distributor, 1,000 Gal (51%)

Roller, TWD, Sheepsfoot (UNK)

Roller, TWD, 9 Ton (UNK)

Roller, TWD, 7-35 Ton (UNK)

Ditching Machine (32%)

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Pneumatic Tool Set (UMK)

Rock Drill (GM 66%)  
(WM 100%)

Roller, MTZ, 5-8 Ton (86%)

Roller, MTZ, 10 Ton (68%)

Roller, MTZ, 9-14 Ton (250%; 9-14 Ton rollers substituted for  
10 Ton rollers)

Scraper, TD, 18 CY (116%; given more than required)

(b) There has been considerable improvement in the quarter in the  
on-hand balances of the following items:

	% of Authorized Strength	
	<u>30 April 69</u>	<u>31 July 69</u>
Graders	80%	93%
Scoop Loaders	75%	87%
290 M Tractors	88%	102%
D7E Tractors	91%	103%
5 Ton Dump Trucks	77%	98%

(4) Deadline Rate: The 18th Engineer Brigade deadline rate for the period ending 31 July 1969 was 11.6 percent, as compared to 11.9 percent in the previous quarter. This decrease can be directly attributed to increased accuracy in requisitioning. Early in the quarter, errors in FSN and noun-nomenclature were noted in the NOIS portion of the Weekly Equipment Status Reports. The average level of this error was found to be about 30 percent. As the NOIS data is used at USAHV for expediting the shipment of repair parts, these errors were seriously delaying the receipt of critically needed items. Increased emphasis was directed toward correct requisitioning procedure, and the NOIS data is now checked at Group and Brigade level to insure accuracy. Requisitioning inaccuracies have been minimized, and better logistical support for units within the command has been realized as the result of this action. The full impact of the new procedure should be apparent by the end of the next quarter.

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(5) MCA Activities: The MCA Project Office, established in the first quarter of 1969, continued to operate with one officer (Captain) and one senior NCO. The Group Maintenance Officers have responsibility for MCA activities in the Group AOR.

(a) MCA LCC equipment continued to arrive at Cam Ranh Bay and Qui Nhon, all items having been scheduled to arrive not later than September 1969. At the close of the reporting period, 204 items of MCA LCC equipment were in the hands of Brigade units. Of these, 28 items of equipment were deadlined, resulting in a deadline rate of 13 percent.

(b) During the period, Dynalectron Corporation took over control and operation of the MCA Warehouse at Cam Ranh Bay, and many overpacks and repair parts were processed, including the first parts received from CONUS on direct order. All nine field maintenance sites were occupied by Dynalectron teams. Their locations are: Nha Trang, Phan Rang, Don Duong, Bao Loc, Ban Me Thuot, Khanh Duong, Pleiku, Tuy Hoa, LZ Lowboy.

(c) Training for operators of MCA equipment was accomplished by representatives of Quinton Engineers, Ltd. Several factory representatives (Cedar Rapids, International Harvester, Caterpillar, et. al.) visited work locations in the Brigade area and gave both technical assistance and operator training.

f. Surgeon

(1) Personnel: The Brigade medical units were at 100% of authorized strength as of 31 July 1969. By 30 October 1969, all but two battalion surgeons will have rotated to CONUS. The US-RV Surgeon's office does not anticipate problems in supplying replacements.

(2) Training: The first quarterly Surgeon's Conference, with all battalion surgeons in attendance, was held on 15 July. The next meeting is tentatively scheduled for November. Enlisted medical personnel in several battalion aid stations are currently receiving more intensive refresher training in hospital facilities in their AOR.

(3) Operations: During the period, the Brigade Surgeon introduced the requirement for inclusion of unit malaria pill resters in the battalion command health reports. It is felt that this information will be useful in the drive to lower the high incidence of malaria within the Brigade. Visits and meetings with Brigade medical units during the period have stimulated the following projects:

(a) Monthly campaigns to control specific diseases; e.g., August will be Drug Abuse Control Month, and September will be Venereal Disease Control Month.

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(b) A Brigade-wide program for the improvement of living conditions.

2. Section 2. Lessons Learned: Commander's Observations, Evaluations, and Recommendations.

a. Administration and Personnel - None.

b. Operations

(1) Soil Cement Stabilization

(a) Observation: Under certain conditions, the use of soil cement to stabilize a roadway has been unsuccessful.

(b) Evaluation: Soil cement stabilization has given unsatisfactory results in the case of narrow roads with large volumes of traffic, due to the inability to keep traffic off the surface during the curing period.

(c) Recommendation: When the above conditions prevail, an alternate surface should be considered.

c. Training

(1) AIT for engineers, Fort Leonard Wood.

(a) Observation: Newly trained engineer troop replacements arriving in country are well rounded soldiers, but they require additional training in certain specialties before they can contribute efficiently to the accomplishment of certain types of missions.

(b) Evaluation: During the quarter, time was given to additional training in subjects that are covered in AIT. Field commanders have indicated that they would like to see the following activities covered more intensively in AIT: Mine detection, minesweep techniques, demolitions, equipment operations, equipment maintenance procedures, and TAERS.

(c) Recommendation: That the POI for AIT in the above stated subjects be examined for the possibility of providing greater "in-depth" training in these subjects and devoting more time to practical exercise.

d. Intelligence - None

e. Logistics and Maintenance

(1) Non-Standard Repair Parts Requisitioning

(a) Observation: Requisitions for non-standard repair parts are being processed inaccurately. In many cases, the manufacturer's code number is omitted. The lack of reference data sufficient to identify parts causes rejection of requisitions. The resulting additional down time of equipment is most undesirable.

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(b) Evaluation: Supply personnel within the Brigade's organic DSU and unit supply sections have inadequate knowledge of non-standard repair part requisitioning procedure. Although this headquarters is seeking to improve the PLL education of its PIL clerks by sending them to a school established by Headquarters, USARV, Engineer Troops, no such school exists for the training of DSU supply section personnel.

(c) Recommendation: It is recommended that greater emphasis be placed on the aforementioned subject in CONUS service schools. Additionally, a school should be established for DSU supply section personnel for the purpose of providing refresher training in basic ASL procedures.

(2) Transportation of Equipment and Supplies.

(a) Observation: The incidence of loss and damage to equipment in transit has been inordinately high in the reporting period.

(b) Evaluation: The transshipment of equipment and supplies from depots in RVN to the using unit is a critical phase of the logistical operation. The items are apparently new and in good condition at the time of their release from depots. There are many documented cases of items being lost or damaged beyond use while in transit. Whether this obtains through negligent handling or outright theft, the level of loss and damage is unacceptable. Inappropriate logistical headquarters have been advised and steps are being taken to safeguard valuable and critically needed property of the Government of the United States.

(c) Recommendation: The shipping agency, be it unit or depot, should be required to provide the using unit with lift data, to include TCMD number, transportation control number, mission and tail or manifest numbers. However, the use of couriers to accompany items in transit is undoubtedly the most effective means of insuring proper handling and arrival at the destination.

f. Surgeon - None.

*J. T. Morris*  
J. T. MORRIS  
BG, USA  
Commanding

2 Incls

1. 18th Bde Station List

2. RVN Transfer List

Incls wd HQ, DA

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AVHGC-DST (31 July 1969) 1st Ind

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HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco  
96375 6 OCT 1969

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,  
APO 96558

Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D.C. 20310

1. This headquarters has reviewed the Operational Report-Lessons Learned  
for the quarterly period ending 31 July 1969 from Headquarters, 18th  
Engineer Brigade.

2. Comments follow:

a. Reference item concerning, "Shortages of Construction Materials",  
section I, page 8, paragraph 1e(1). Small dimensioned lumber has been  
in critical short supply since April and is very strictly controlled by this  
headquarters. An estimated fill date of 15 November 1969 for lumber  
supplies has been established by the 1st Logistical Command. Inventory  
and stock record adjustment of electrical items is now underway at the  
Qui Nhon Depot. Requests for increase in forecasted requirements of  
AP3 were not submitted until the on-hand supply had become critical.  
Subsequent action was taken to increase forecasted quantities to meet  
stated requirements and sufficient quantities of AP3 are now due in to  
the Cam Ranh Depot area to satisfy current demands. Some sizes of  
reinforcing steels and some plumbing supplies are in short supply in the  
18th Brigade's AOR. Requisitions for those items should be passed to  
the USAICCV for referral to other depots until depleted stocks have been  
replenished. Forecasts of cement requirements for the Cam Ranh Bay  
area have been increased to satisfy current consumption rates and  
USAICCV has taken action to satisfy immediate requirements by supply  
action from other depot locations.

b. Reference item concerning, "AIT for engineers, Fort Leonard  
Wood," section II, page 12, paragraph 2c(1); concur. This comment  
was passed to the CONARC liaison team member representing the  
Engineer School, Fort Belvoir and the Army Training Center, Fort  
Leonard Wood during the team's visit, 11 through 28 September 1969.

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6 OCT 1969

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c. Reference item concerning, "Non-Standard Repair Parts Requisitioning," section II, page 12, paragraph 2e(1); concur. The following actions have been taken or are being taken to alleviate the problem.

(1) The S&M Newsletter 69-3, distributed during the week of 21 September 1969, contained two articles on non-standard item requisitioning procedures. This publication was distributed down to the company level.

(2) This headquarters will publish a supplement to AR 735-35 which will devote several paragraphs to requisitioning non-standard items.

(3) A reproduction of a 14-page handout "How to Requisition Non-Standard Parts" will be published with the S&M Newsletter 69-4 scheduled for distribution in October 1969.

(4) A course, presently being conducted on the NCR 500 operation, delves into the subject of non-standard item requisitions.

(5) Other courses and related materials are being developed on this subject. USARV units will be notified when the courses and instructional material become available.

d. Reference item concerning "Transportation of Equipment and Supplies," section II, page 13, paragraph 2e(2); nonconcur. When requisitioned materiel is ready for shipment, the depot transportation officer prepares a Transportation Control Movement Document (TCMD) (DD Form 1384) and assigns a Transportation Control Number to the shipment. The materiel is then offered for air, water, or land movement through the local 1st Logistical Command Movement Control Center (MCC). After a mode and carrier have been nominated the cargo is called forward to an aerial or water port for movement, or loaded aboard vehicles for direct land movement. A copy of the TCMD accompanies the shipment and a REPSHIP (which is actually a copy of the TCMD) is sent to the consignee as notification that a particular shipment is enroute. Any provision to include mission and tail numbers for air shipments or manifest numbers for water shipments is not considered practical due to the resultant delay

AVHGC-DST (31 July 1969) 1st Ind

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in sending the REPSHIP which would be caused by waiting to obtain this shipment information. It is not normally available until after the carrier departs. In the case of land transportation, the truck number and unit is included on the TCMD. Land and air shipments normally arrive at destination prior to the REPSHIP. Upon the receipt of the REPSHIP, the consignee normally initiates tracer action when shipping time contained in USARV Regulation 55-4, Movement System in RVN, has elapsed. The personnel and time which would be required to provide lift data to the consignee for each shipment far exceeds the value to be derived. The use of couriers to accompany other than classified shipments is not considered to be an efficient use of personnel. Each agency within the Defense Transportation System is responsible for securing cargo under its control. Incidents or loss or damage are to be annotated upon the TCMD at the time of receipt and the TCMD returned to the shipper so that corrective action can be taken. No further action is required by this or higher headquarters.

FOR THE COMMANDER:



B. A. GOODWIN

MAJ, AGC

Assistant Adjutant General

Cy furn:  
18th Engr Bde

GPOP-DT (31 Jul 69) 2d Ind

SUBJECT: Operational Report of HQ, 18th Engineer Brigade  
for Period Ending 31 July 1969, RCS CSFOR-65 (R1)

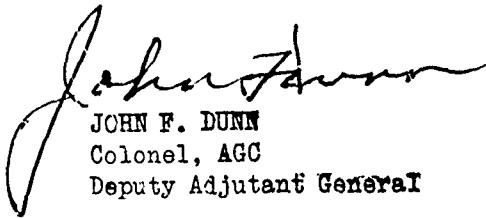
HQ, US Army, Pacific, APO San Francisco 96558 28 OCT 69

TO: Assistant Chief of Staff for Force Development, Department  
of the Army, Washington, D. C. 20310

1. This headquarters concurs in subject report as indorsed.

2. Reference paragraph 1e(1), page 8. This headquarters  
has initiated action to redistribute critical items. To  
date, 85,000 board feet of 1X lumber has been offered to  
US Army, Vietnam, from stocks in Japan (USARPAC msg DTG  
170055Z Oct 69).

FOR THE COMMANDER IN CHIEF:



John F. Dunn  
Colonel, AGC  
Deputy Adjutant General

CF:  
CG, USARV

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